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Hongkong, 17th March, 1908 29

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The Daily Press.

HONGKONG, MARCH 19TH, 1908

The elected representative of the Chamber of Commerce on the Legislative Council, Mr. MURRAY STEWART, takes the place vacated for six months by the Hon. Mr. E. A. HAWTHER, but we note from his very clear statements to the nineteen members who met to unanimously elect him, that he does not take with him anything like the opinions of the gentleman whom he succeeds. On the only matter of outstanding public importance with which the Legislature is expected to be likely to deal during his term of office, it seems that his predilection is diametrically opposed to that known to be possessed by his able predecessor. In his capacity as delegate from the Chamber of Commerce, we have no doubt that he will give his constituents the utmost satisfaction in expounding the ascertained views of the Chamber "on purely commercial matters." In the direction of giving "attentive consideration to all legislative proposals affecting the community as a whole," he is unlikely to disappoint either his predecessor or three other members of the community who are in sympathy with the well known views of Mr. HAWTHER, for he has in his speech to his constituents frankly admitted that he goes to the legislative chamber with settled convictions on the subject and the Bill affecting the vitality of the Sanitary Board and its administration of sanitary affairs. The nature of these convictions he has not left in doubt. The Hon. Mr. HAWTHER believed that the powers previously

granted to the Sanitary Board had been, so to speak, fished from it. He (and others) believed that it ought to have its full powers restored to it. He disagreed that the only permissible function of the Sanitary Board should be, what Mr. MURRAY STEWART, with his mind biased by his appreciation of the unique situation of this Colony, is prepared only to grant it, namely, the function of criticism. Mr. MURRAY STEWART believes the officials of this Colony are prepared to welcome enlightened criticism; we do not think we go too far in saying that the Hon. Mr. E. A. HAWTHER fears they are determined to ignore it. There seem to be a few people who take an enlightened interest in public affairs here who regard the Bill referred to as another instance of official disregard of unofficial opinions. They seem to regard the general effect of the findings of the Sanitary Commission as an example of enlightened criticism, and they further seem to think that the general effect of the Bill as presented represents the value in the official mind of that sort of criticism. If this be

the form of welcome it is to get—this Bill that Mr. MURRAY STEWART intends to support—they say it will become increasingly difficult to get enlightened publicists to come forward. In effect, they reply to the officials, "perhaps it is right to disassemble your love, but why do you kick us downstairs?" There may be more than one opinion of the importance of retaining popular administration of our Sanitary laws, but Mr. MURRAY STEWART has left us in no doubt as to his own. He is "in favour of maintaining the undivided authority of the Crown over municipal affairs." Messrs. Hewitt, Hooper, Humphreys & Co. are men worthy of all credit and praise, so we understand his pronouncement, but downstairs they are to go, so soon as their municipal opinions seem at all inimical to "the undivided authority of the Crown." We are reminded of the fine intolerance of the Royalists before Marston Hill and Naseby, when treason and its concomitant penalties (including the loss of ears, if not of head) lurked in every unorthodox whisper of respect for Parliament or People. The Royalists in all sincerity denounced the Parliamentarians as rebel scum, and would admit no possibility of honest intention on their part, much as Mr. MURRAY STEWART, while "sympathising with those who deplore the lack of it," dismisses all the criticism so far advanced as "based on insufficient knowledge of ascertainable facts." This does seem to us, in view of the Hon. Mr. HAWTHER's devoted study and research, a little too much as if the grand-maternal method of abstracting the contents of an eggshell were being somewhat disrespectfully discounted by one of less experience. That he regarded "the colossal work done by that Commission as highly valuable in many respects" scarcely atoned for what had just been said. Taking the speech as a whole, it seems to indicate that the new representative of the Chamber of Commerce will be less of a popular champion than was the Hon. Mr. HAWTHER, but against that we may set his explicit promise to "maintain an attitude of outspoken independence." That, to those who prefer more democratic control of purely municipal matters, will not mean so much after his outspoken statement of his pro-official position, but it does at least show the right spirit in one proposing to follow so outspoken and independent a representative as was the Hon. Mr. HAWTHER, whose enforced departure at the present juncture is an occasion of general regret.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:—P. N. H. Jones, \$10.

This evening at the Union Church Literary Club, Kennedy Road, Mr. W. Armstrong will read a paper on "R-piles—their habits and habits in Hongkong." The chair will be taken at 9 p.m. sharp.

A coolie was prosecuted at the Magistracy yesterday with cutting branches off trees in the Jewish Cemetery, but the case was adjourned in order to ascertain if the ground was Government property or not.

A meeting was called by the Hon. Mr. Pollock for yesterday afternoon to consider the desirability of holding an arts and crafts exhibition, but only a few gentlemen attended and Mr. Pollock decided not to proceed further with the matter.

A forest guard yesterday obtained a conviction at the Magistracy against a coolie who was fined \$25 for cutting trees on the hillside at Jubilee Road. On the guard leading the defendant out of the dock the latter turned and struck him a blow on the jaw with his clenched fist. The coolie was thereupon taken to the charge room, recharged with assault, and fined another \$5.

It is probable that the Prince and Princess of Wales will pay a visit to Germany this spring, when the Prince will inspect the 1st Prussian Dragon Guards, of which regiment he is colonel.

A San Francisco man is petitioning for a divorce from his wife, who was a telephone girl before their recent marriage. He complains that every time he goes home and says, "Hello, dearie," she looks out of the window abstractedly and says, "Number, please!"

Two Japanese delegates have visited Lowestoft to study how British trawling and herring voyages are conducted. To supplement their observations and report a Lowestoft photographer has completed to the order of the Japanese Government a fine series of enlarged photographs showing the various operations in the fishing industry.

Cities in the British Empire with a population (in 1906) above half a million, according to the last statistics are:

London County	4,758,318	Manchester	855,936
Colony	855,936	(not Salford)	643,148
Bombay	882,000	Birmingham	553,155
Glasgow	847,884	Madras	548,974
Liverpool	746,144	Sydney	538,850
		Melbourne	526,400

The Florida Water case was again before the Magistrate yesterday. Mr. A. W. Lomperkin, of Messrs. Molchers & Co., gave evidence for the prosecution, in which he said that complainant, Messrs. Lauman and Kemp, of New York, claimed the exclusive right to use the words "Florida Water." The hearing was again adjourned.

A message dated Pittsburg, Feb. 17 says:—Over 20,000 men have been temporarily thrown out of work by the annual flood in the city and vicinity. Thousands of people are compelled to live on the second floors of their houses, and policemen in shifts are distributing the necessities of life. Cautious estimates place the damage done at \$400,000. The flood is slow subsiding.

Police Sergeant Gerrard, who leaves for home accompanied by Mrs. Gerrard on Saturday by the English mail, received a very complimentary send-off on Tuesday from the Chinese in Sheung Shui and neighbourhood where he has been stationed for several years. The sergeant was also the recipient of two silk work scrolls from the villagers. P. S. Kerr from Ping Shan takes over the duties at Sheung Shui.

A case of robbery with violence took place in the centre of the city on Tuesday evening. Four men entered a house on the top floor at 35 Wellington Street under the pretence that they were searching for sly brotels. The inmates of the house naturally resented the intrusion whereupon the men assaulted them and afterwards made off with a cash box containing \$90. No arrests have yet been made.

The annual meeting of the members of Kowloon Bowling Club was held last night in the club house, Kowloon. Mr. A. Ritchie, president, occupied the chair. The meeting approved of the report and balance sheet, which showed the club to be in a progressive condition, and after alterations had been made to certain rules the office-bearers were elected for the ensuing year as under: President, Mr. W. Russell; Vice-president, Mr. P. Nye; Secretary, Mr. J. E. Menagh.

Brother Sylvester, Director of St. Joseph's College, has been appointed Director of a large school in Colombo, and is leaving for his new post by the English Mail on Saturday next. Brother Sylvester has been Director of St. Joseph's College for three years, during which time he has endeared himself to all by his kind and winning ways. He leaves now with the best wishes of his numerous friends. The pupils are preparing an interesting programme for Friday evening as a send-off to their departing Director. Brother Christian, his successor, is expected here by the English Mail on Friday.

Harry Thaw has denied in writing the report, that he has begun, or is about to begin, proceedings to secure a divorce. Mrs. William Thaw admits that she counselled her son to secure a divorce, but his loyalty to his wife remains unshaken. "I have decided," she said to a "New York World" interviewer, "not to give Harry any more advice in his domestic affairs. It is probably best to let those interested settle their own affairs." The "Telegraph" correspondent hears that Thaw's counsel is still of opinion that it is inadvisable to bring up the question of the release of their client from the asylum "yet awhile."

Two Chinese, one of whom was formerly in the police, were yesterday sentenced by Mr. H. J. Gompertz at the Magistracy for demanding money by menaces and also falsely representing that they were policemen. They went to a house in Wongneichong village about ten o'clock on Monday night and told the old man who was the sole occupant that the Inspector wanted to see him and that he had better accompany them to the station. The old man left the house with them and after they had gone some little way one of the men suggested to the old man that if he gave them several dollars there would be no need to go to the Inspector. The old man said he had no money and commenced to call for help. Two men were seen approaching and the pseudo-policemen then made off. They were arrested the following afternoon and when searched one was found in possession of a police whistle and both had police batons. They were sentenced to three months' imprisonment and six hours' stocks on the first charge, and fined \$25, with the alternative of one month, on the second.

TELEGRAMS.

[REUTERS'S SERVICE.]

PRINCE KUMI IN MADRID.

LONDON, March 18th.

Prince Kumi has handed the Queen of Spain the order of the Crown, on behalf of the Empress of Japan.

ILLNESS OF THE EMPEROR OF AUSTRIA.

LONDON, March 18th.

The Emperor of Austria is ill with a bad cold, and all audiences have been cancelled.

LOSS OF A CAPE LINER.

LONDON, March 18th.

The Liner *Newark Castle* has been totally wrecked off Zululand. The wife of Major Boys, and two of the crew were drowned, the rest, including Major General Dalton, and a detachment of troops for Mauritius were saved.

REIGN OF TERROR IN HAYTI.

LONDON, March 18th.

A reign of terror exists in Port-au-Prince. Twelve of the leading citizens, who are alleged to be concerned in a conspiracy were dragged from their beds and summarily executed. An ultimatum has been sent by the French and German Ministers demanding the surrender of refugees.

Mr. Asquith has announced that the *Cressy* and the *Indefatigable* have been despatched to the Island, and French and German warships are also proceeding. It is announced in Berlin that the French and Germans are acting together.

DEATH OF CONSUL-GENERAL ROMANO.

The doyen of the consular corps in Hongkong, Mr. Agostinho Guilherme Romano, Consul General for Portugal and Consul for Brazil, died last night at half past ten. Deceased who was in his 77th year, having been born at Meo in June 1837, had become very feeble of late, and when he was attacked by a chill his vitality was too impaired to withstand it. Pneumonia supervened and it was soon evident that there was little hope of his recovery though he rallied a little yesterday. He died, as stated, last night.

Mr. Romano spent his early years in Meo where he was educated at the Royal College and Seminary of St. Joseph. He took up a commercial career and became head of the firm of J. J. Remedios and Company. It is interesting to note that his wife was a daughter of Mr. Remedios. He was a Privy Counsellor of Portugal and a Gentleman of the King's Household. He was a Fellow of the Geographical Society of Lisbon. Among his honours were Knight Commander of Order, Lady Conception of Portugal, Knight Commander Order Carlos III. and Isabella Catholics, of Spain, and Companion of Lady Conception and Jesus Christ of Portugal.

The deceased naturally held a high position in the Portuguese community and was immensely popular and highly respected. He is survived by his widow.

POST SUGGESTED FOR MR. GLADSTONE.

GOVERNOR-GENERAL OF AUSTRIA.

It was stated in the lobby of the House of Commons last month that Mr. Herbert Gladstone is to take a postscript and go to Austria as Governor-General on the retirement of Lord Northcote this year.

For some time Mr. Gladstone's name has been mentioned in many papers, and there has been a general consensus of opinion that his tenure of the Home Office would be short.

Mr. Gladstone's disappearance from political life in this country would mean a great deal of readjustment in the Cabinet. This is well known, is desired by the Premier, who is very anxious to bring a certain pushy young politician into the inner Ministerial circle.

Another change in the Cabinet predicted with confidence is the retirement of the aged Marquis of Ripon, the Lord Privy Seal and leader of the House of Lords. Lord Ripon is in very delicate health, and is able to devote very little time to the leadership of the House of Lords.

Lord Northcote, who has been Governor-General of Australia for the last five years, is the second son of the first Earl of Iddesleigh, who, as Sir Stafford Northcote, was for many years leader of the House of Commons.

He was created a baronet by the express wish of Queen Victoria, and was made a peer when he became Governor of Bombay in 1889. When Sir Stafford Northcote was leader of the Commons, Mr. Gladstone was leader of the Opposition. It would be a curious coincidence if their sons succeeded each other in the same appointment.

A proposal for reviving the old custom of using illustrated visiting cards that comes from the Austrian Ex-Libris Society will probably meet with much success in Austria, says a Vienna correspondent. In Vienna, where the society is very popular, the idea of decorating the visiting card with a tiny etching will certainly catch on. Not only will the departure offer an opportunity for the expression of the artistic feelings and tendencies of the owner, but a real excuse will be provided for people to keep the cards of eminent visitors that chance has brought to their houses.

HONGKONG UNIVERSITY.

A meeting of the Committee convened by H. E. the Governor to consider the project of establishing a University for Hongkong, was held at Government House yesterday at 4.30 p.m. The following gentlemen were present:—The Bishop of Victoria, Hon. Mr. May, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Mr. A. Thomson, Hon. Mr. Pollock, Sir Paul Chater, Hon. Mr. Chatham, C.M.G., Hon. Mr. Brown, Dr. Atkinson, Dr. J. C. Thomson, Mr. A. H. Rennie, Dr. Bateson Wright, Dr. Jordan, Mr. Turner, Mr. Bowley, Mr. Murray Stewart, Hon. Mr. Kowick was unavoidably absent and Mr. Mody deferred attendance till the next meeting.

HIS EXCELLENCY spoke as follows:—Gentlemen:—I have asked you to meet me here to-day in order to announce to you that a large sum of money has been offered with the object of building a University in Hongkong. Some time ago Mr. Rennie called upon me and informed me that Mr. Mody had read with great interest some references I had made in speeches at various prize distributions to the day which I hoped might not be far distant when Hongkong would have a University and that he (Mr. Mody) desired to place the magnificent sum of \$150,000 at my disposal for this object, but he desired that the matter should not for the present be divulged. I will ask Mr. Rennie to confirm these statements. He has consented to be a member of this Committee, but did not desire to attend to-day. My first impression was that it was essential that the Hongkong College of Medicine should be amalgamated with any scheme for a University and should not exist as it were as a rival. This would involve their abandoning the site they had obtained for their College buildings at T'apiing-shan, which is unsuitable and does not offer sufficient space for the larger scheme, and giving up the building plans which they had already finally decided upon, and adopting a scheme of building which should be part of, or capable of expansion into the larger project. The Court of the College has been in consultation with Mr. Rennie and myself for some time past and they have concurred in the proposals subject to certain conditions. But they have some misgivings as to the vital question of the cost of maintaining the University when it has been erected. They rightly feel that they have for years past been labouring to attain an object which at last they find to be on the verge of attainment, and they naturally do not wish to jeopardise the results of their labours by being associated with a scheme which does not offer an equal assurance of success. In other words the College of Medicine has sufficient money for the buildings it requires and sufficient funds, and promises of help, to enable it to at once utilise these buildings to the full when erected. Has the projected University any similar assurance? This brings me to the position of the Government towards this project and I wish to make that position absolutely clear. I am ready to recommend to the Government the grant of a site which is considered by all to be fully adequate and well adapted for the purpose. But further than this the Government cannot in present circumstances go. The present and prospective liabilities which the Government has to face are such as to render it impossible for me to hold out hopes that any considerable grant for the maintenance of the University can be undertaken by Government. Nor in such circumstances could it be right for me in the position I hold to encourage such a project if there should be any fear that the costs of maintenance would eventually, in spite of what I have said, fall upon the Government. I feel personally very optimistic about the success of the project, and I am enthusiastically anxious to see it take shape. I believe that if we can establish a University here which will offer equal and better facilities than Tokyo, we shall attract here a large number of wealthy Chinese students who at present go to Japan, or to America, England and the Continent of Europe. These men will be able to pay the full expenses of their College course, and the University will derive the main portion of its income from the fees they pay. But there will be a period of difficulty, a period in which the expenses will be great and the receipts small before the University is fully established. I feel therefore that personal optimism and personal enthusiasm are factors which should be eliminated in dealing with this project, and that we should approach it in a businesslike way, and before we embark upon it we should ascertain as nearly as possible what the cost of maintenance will be, and what funds we have or are likely to have to meet that cost. When we have actual estimates before us, it will be for us to say how far it is judicious for us to embark on the building programme, Mr. Rennie, acting on behalf of Mr. Mody, has assured me in the presence of the Court of the College of Medicine that the donor is willing to build only a portion of the buildings required and to put the remainder of his generous gift into an endowment fund, if that should be considered the wiser and more prudent course.

I propose then, gentlemen, to appoint a Sub-Committee to draw up such estimates as may enable us to approach this subject with more precise data than we at present possess. The terms of reference, viz. the points upon which I will ask them to report are as follows:—

(a) Assuming that in the first instance the schools embraced by the University are limited to a School of Medicine and a School of Engineering, what is the minimum adequate staff required for each, and what would be its annual cost? To what extent could local assistance be counted on to assist the professional staff in the early years of the University and until it began to earn an income by fees of students?

(b) Assuming that a School of Law were added later, and that these three Schools form, so far as our present horizon extends, the full scope of the University, what buildings would it be advisable to undertake at once, with the funds at present in sight, and what sum would it be necessary and advisable to set aside for maintenance or endowment, looking to the conclusions arrived at under (a)?

The gentlemen whom I propose to ask to advise us on these points are specially qualified to decide on the staff and buildings, and general cost of maintenance of Schools of Medicine, Engineering and Law, and also to give us rough estimates of the cost of the buildings required. When we have the results of their deliberations before us, we shall be in a better position to decide how far we can embark upon this project, and what form our immediate action should take. As regards the first of the two questions, which I propose to refer to the Committee, what staff is required and what its cost will be—there is nothing to interfere with an immediate reply. But as regards the second—how much money it is safe to spend on buildings and how much should be devoted to maintenance so as to ensure the immediate and practical utility of the scheme, it is clear that the Sub-Committee's report will entirely depend upon the amount of money available. I feel confident that the entire community will recognise the importance of this project. It will place Hongkong in a unique position in the Far East. It will no doubt attract to this Colony the sons of wealthy and influential Chinese gentlemen, and it will have far-reaching effects upon the prestige and influence of Great Britain throughout the Chinese Empire. It will, I think, be the most important step taken in the recent history of this Colony. I take therefore this opportunity of inviting those gentlemen whether European or Chinese whose interests are bound up in this Colony, or who desire to see British influence extended in the Far East, or who would welcome a project which would assist the friendly Empire of China to obtain the Western knowledge which so many of her sons are now seeking and can only obtain at great cost, and by exile from their country, to come forward and support Mr. Mody in his munificent donation, and enable us to give effect to his generous effort, by subscribing a sum adequate to carry out the scheme in its entirety. To do the thing well, and provide a fully adequate endowment even for the modest beginning which I propose, a sum of probably not far short of \$1,000,000 or a yearly income of \$80,000 would be required. By whatever amount we fall short of the total required, by a proportionate amount must we curtail the scope of the proposed university. It is, I am aware, not a well chosen time at which to make an appeal for large funds, but it is unavoidable, for the gift which I have announced compels us to act at once and for my part I think it is singularly fortunate that it came in time to enable us to incorporate the College of Medicine in the project before it had become too late to do so. A further opportunity for making a renewed appeal may arise when the buildings are approaching completion a year or two hence. I am not disposed, gentlemen, to embark on a scheme whose success is problematical, and if I were I am sure that no "wild cat" project would find acceptance with you whom I have asked to consider this scheme. I propose to go no further than can be economically and financially justified when we have the report of the sub-committee before us. I will now propose two resolutions and ask the committee to record their votes upon them. I suggest that we shall adjourn without any further proceedings on this occasion unless any gentleman should record a dissentient vote and desire to express his reasons for it to the committee or should make exception to any statement I have made.

I propose that we shall assemble for a full discussion on the data and recommendations supplied to us by the Sub-Committee at a later date as soon as I have received its report and when the results of its appeal on behalf of the endowment fund are known. I trust that every one here present will do his utmost to ensure the success of that appeal. The resolutions I put before the committee are as follows:—(1) That this committee desires to record its appreciation of the generosity and public spirit which has prompted the offer made by Mr. H. N. Mody. (2) That a Sub-Committee be appointed to report in accordance with the terms of reference proposed. I will read again the terms of reference I suggest, and I shall be glad if any member of the committee will suggest any alteration or addition which he desires to see made.

The resolutions were carried unanimously.

HIS EXCELLENCY then said:—

Now that the two resolutions have been passed by the committee I will ask the following gentlemen if they will be kind enough to work on the Sub-Committee. You will see that each of the proposed schools of the university is especially represented in order that we may have full and expert information on the requirements of each: Hon. Dr. Atkinson, Hon. Mr. Pollock, Hon. Mr. Chatham, Hon. Dr. Ho Kai, Dr. Wright, Dr. Thomson, Mr. Bowley and Mr. Turner, and I will ask Sir Paul Chater, than whom no one has a deeper interest in the welfare of the colony, as a clear headed business man, if he will be so kind as to preside.

The gentlemen named signified their consent to serve on the Sub-Committee.

Mr. Rennie, on behalf of Mr. Mody, confirmed the statements made.

After some general discussion the Committee adjourned.

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ROYAL COMMISSION ON SHIPPING RINGS.

SIR DONALD CURRIE'S EVIDENCE.

The Royal Commission appointed to inquire into the operation of shipping "rings" or "conferences" generally, and more especially into the system of deferred rebates, resumed its sittings at Winchester-house, James's-square, London, under the presidency of Mr. Arthur Cohen, K.C.

Sir Donald Currie appeared before the Commission. His written evidence took the form of a letter addressed to the chairman and members. He stated that his desire was to relate some facts not contained in shipowners' memoranda of last year, and to make some comments on claims or contentions that had been raised by critics of the South African Shipping Conference during the sittings of the Commission. Part of the letter dealt with the history of the South African shipping trade from 1872, when Sir Donald Currie chartered two steamers of about 1,300 tons gross register to a company trading to South Africa, and found it necessary to take the risk of the voyages. It described the establishment of the Castle Line, gave a list of the various mail contracts made from 1876 to 1899 for an alternate weekly service by the Union and Castle companies, and referred to the acquisition of the Union Company by the present Union-Castle Line. It also showed that the other services had been established at different times, some with the encouragement of the South African authorities and the merchants engaged in the trade. The second part was concerned with the Conference at the Colonial Office in 1905 and 1906, and described the claims of the delegates for lower rates, the breaking off of negotiations, and the understanding arrived at with Dr. Jameson (then Premier of the Cape) on the eve of his departure for Cape Town. Some consideration was given to the question of rates from Continental ports, and the conditions under which the British lines load at Hamburg.

"We have continually protested," both to the British Government and to the companies concerned, against the disadvantages under which our steamers load in Continental ports, but without result, and no assistance has been rendered on the part of the British Government to remedy this state of matters, so unfair to the British mercantile marine and injurious to the interests of British manufacturers. The merchants, however, while complaining of our rates from Germany, take full advantage of any benefit they can obtain by giving their orders to foreign manufacturers."

In the next division replies were given to the criticisms of his evidence in South Africa. A witness in East London agreed that in a free market the small shipper would have the same chance as he had under the present system. It appeared that the firm of which he was a member had more than once stated, in discussions in London, that as a large firm they were entitled to preferential treatment over small shippers. The paragraph referring to this continued—"It is idle to say that the small shipper would not suffer. In a recent steamer we had no less than 278 single shipments; there are many shippers who have only two or three marks, and some only one constituent in South Africa."

With regard to cargo from New York, it was stated that there were three or four sailings in the course of a month, but there were only 20 sailings from New York in the whole of 1907. It was pointed out that the time taken from New York to Delagoa Bay, the last port of discharge, for the six conference steamers was two to three weeks longer than that taken by the steamers from England loading to Natal and Delagoa Bay, and that the steamers from the United States did not sail at regular times, but waited until they were full. The assertion was made in Johannesburg that a reduction in the number of sailings would enable the shippers to save freight; but the fact was the sailings had been reduced owing to the duties of trade, those of the mail companies by about one-fifth. There was a difficulty in the way of reducing the sailings all round, as each line controlled its own sailings, and it was thought that any reduction in the sailings of the British steamers would tend to increase the number of foreign ships engaged in the trade. In respect of the special contracts made with municipalities and corporations for the carriage of stores, it was asked whether, if the necessary authority was not prepared to give the shippers a rebate on putting up their shipments to public tender, the shipowners should be debared from tendering for such cargo in the open market. Under the heading "The Suggested Remedies," Sir Donald referred to the three kinds of suggested remedies put forward in the summary of South African evidence, namely:—(1) Abolition of rebates by legislation; (2) constitutive board or control by board or by arbitration; and (3) exercise of Government influence. The first and third proposals were referred to in the shipowners' memorandum of last year, and Sir Donald said that he was not prepared to submit to the decision of any body the question of what bargains they should enter into, or upon what terms they should be compelled to make bargains. "There can be no justification," Sir Donald said, "for claiming such control over shipowners in ocean trading, where we have no advantages such as are given by statute to railways upon land, and ask upon what principle the South African Conference lines, or the mercantile marine of this country in general, are to be singled out for exceptional legislation when the iron-master, the steel manufacturer, the produce broker, the trader the manufacturer, and the shopkeeper are left to settle their own affairs and conditions with their customers. On the subject of consultation Sir Donald was more hopeful, and he ended his letter thus—"Let me add once more that from first to last the shipowners engaged in the South African trade have been always anxious and ready to meet with the merchants to consider in a fair and reasonable manner their respective interests. It is quite possible, I think, to arrive at some arrangement with the Merchants' Committee, not only with respect to the mode of arbitration about rebates, but also as to the stringency said to be connected with the conditions of the Commission (Rebate) Circular, as well as to the settlement of the classification of cargo, and of reasonable notice of any alterations in rates of freight. It has been said in South Africa that the committee of merchants in London is not sufficiently representative; but this is a matter which is entirely in the hands of the merchants themselves. Whatever may be the constitution of the committee of merchants, there is, in my judgement, no satisfactory and lasting mode of settlement of business relations between merchants and shipowners which can be secured otherwise than by their meeting together in frank and friendly co-operation." As to what security the shippers and merchants had that the shipowners would perform their obligations, he said that the company of 1893 was not legally a contract; there were no contracting parties,

and there was, certainly on the part of the merchants no definite undertaking. There was no obligation on the shipowners, strictly speaking, which could be enforced, but the merchants had, in fact, just as much security as any one who received a promise which, although it could not be legally enforced, was certain to be fulfilled. All the shipowners who promised were actually known and named, whereas the merchants were not known or named. The shipowners had urged the Merchants' Committee to meet them to settle classification, and when that classification list was settled there was not likely to be any objection to its publication. When Mr. Douglas Owen gave his evidence before the Commission the new loss of rebates by any one desiring to ship outside the conference might have been 15 months, and the minimum nine months, but the rebate period had now been made six months and six months, so that a merchant was free under present arrangements to terminate his shipments by the conference lines by forfeiting only six months' commission at 5 per cent. instead of nine or 15 months at 10 per cent. He could not admit that the shipowners were to have no hold upon the shippers for the facilities which they provided and the promise they gave. There was no agreement between the German and British lines. The British shipowners had no power to prohibit, and there had never been any agreement between any of the British lines and the German line as to the approval of the German State Railway's through rate system. There was a working agreement between Messrs. Bucknall, the Union-Castle Company, and the German lines, but this had been terminated. The understanding hitherto had been that the German and British lines should charge the same rate of freight from German ports as the British lines charged from the United Kingdom.

In reply to questions by the Commissioners, Sir Donald said by the contract the shipowners agreed that they would not raise the rates without giving reasonable notice, but they could not alter the amount of the rebates without the concurrence of the merchants. With regard to the suggestion for the formation of a representative committee or conciliation board to settle differences between shippers and shipowners, he said, such a board would be inadvisable and unnecessary. He did not consider that the shipper was bound by any letter. Legislation on the subject would be mischievous, and not the least effective. He agreed with Mr. Phillips, M.P., that if special rates were given to the large merchants the small merchant would be shut out of the trade. He was quite prepared to submit to the present contract, between the shipowners and shippers a written agreement, so long as they had the names of the merchants who were parties to it. The owners claimed the right to raise or lower the rates as was necessary for the success of their service. He did not think there would be any alteration in the regularity of their service if the commission system were abolished. As to the question of control, he said there should be no State control, and they must have the right to look after their own business.

Evidence was also given by Mr. John Byron, partner in the firm of Messrs. J. T. Baile, Son, and Co., and the Commission adjourned till Tuesday next.

HIGHER INTEREST IN JAPAN.

As already reported, a proposal has been mooted among Osaka bankers to increase the rate of interest on deposits. We now learn that a practical agreement has been arrived at to raise the present rate of 1.2 sen (4.38 per cent.) to 1.4 sen (5.11 per cent.) on current accounts and to raise interest on fixed deposits from 5 per cent to 6 per cent. Osaka bankers are now consulting with those in Tokyo with a view to simultaneous action being taken. According to the Tokyo Nichi-Nichi, bankers in the capital have not yet held a conference to consider the question. Dealing with the "marked" decrease shown of late in the deposits of Tokyo banks, amounting to about ¥30,000,000 as compared with the figures at this time last year, it is pointed out that the decrease is most notable in the case of current accounts, amounting to about ¥28,000,000. In fixed deposits the decrease is only about ¥10,000,000, while special current accounts have decreased by ¥2,700,000. Other deposits show an increase to the amount of ¥1,800,000. As regards current accounts the decrease is attributed for the most part to a reduction in the number of companies and share money of new companies deposited with banks during the business boom, have now been withdrawn to pay for purchases of machinery or employment in active operations. There are even some companies which had deposits in banks last year which now have overdrafts. Deposits of such a nature cannot be recovered by increasing the rate of interest, and as no special distinction is observable in fixed and special current accounts it may be doubted if the decision to raise the rate of interest will increase bank deposits. The interest rate on Exchange bills has been raised to 1.5 sen, equal to 6.37 per cent., and it is thought the deposits in banks may have been converted into Exchange bills to some extent. To resist this movement, in which the Government is competing with the banks, it would be necessary to raise the interest on deposits to 6.5 per cent. and bankers will hesitate to take this course. It is evident, however, that a higher rate of interest on current accounts will tend to attract those who may be hoarding money, while there are others who would be decided by a slightly lower rate to deposit money withdrawable on application to investing in Exchange bills.—*Japan Chronicle*.

U.S. TARIFF AND CURRENCY.

Washington, Feb. 8th.

The spasm of agitation in favour of tariff revision has subsided. Mr. B. Veridge's excellent speech advocating a commission received scant attention yesterday in the Senate. The representatives of the larger commercial cities were politely received by the President, but no promise of a special Message urging tariff revision was made. Speaker Cannon, with direct frankness, told the delegation to expect no tariff commission and no tariff revision this session. The only consolation they received was from Representative Payne, the majority leader, who assured the committee of merchants and manufacturers that a tariff revision plank would be incorporated in the Republican National platform this year. As was expected, political and economic considerations have triumphed.

Inquiry among Republican and Democratic leaders indicates that precisely the same course is proposed with regard to currency legislation. The Aldrich Bill is not regarded as satisfactory by those whose judgment counts for anything, yet it is the Aldrich Bill or nothing. Secretary McCall will probably be compelled to accept \$28,000,000 instead of the \$25,000,000 he wants for naval appropriations. The impending debt-limit, and a probable reduction of revenue are the reasons urged. As the proposed four new battleships would cost nearly \$28,000,000, he will have to be content with two.

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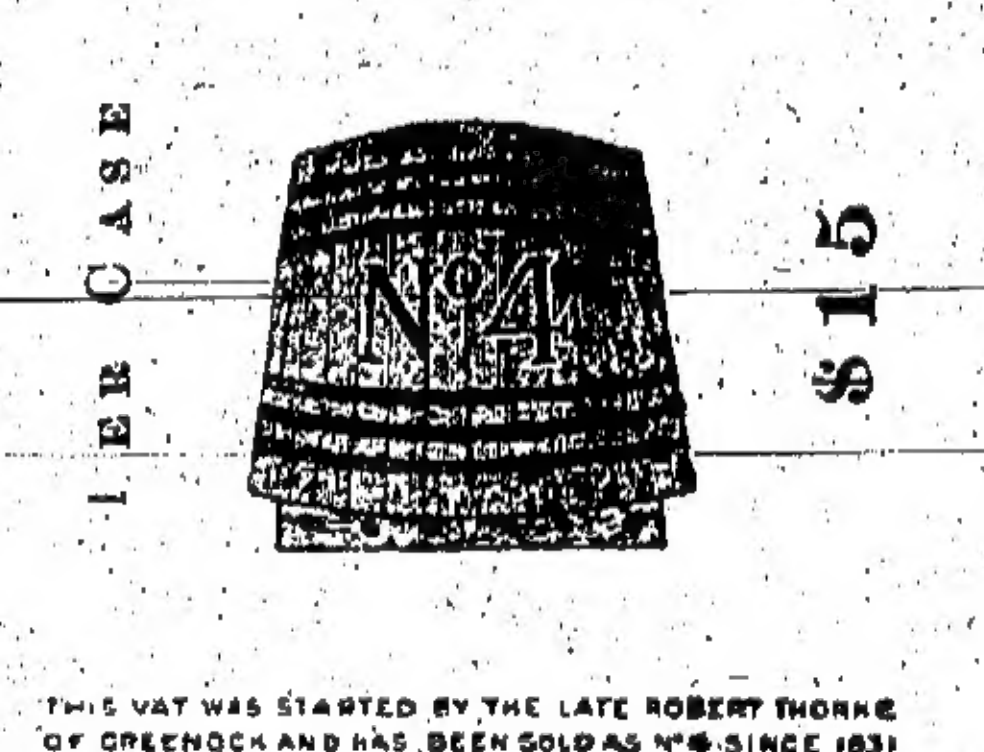
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SHIPPING.

ARRIVALS.
BRILLIANT, British str., 5,726, Bartlett, 18th March—Tacoma 18th Feb. and Moji 14th March—General—Butterfield & Swire.
CARL DREIBACHSEN, German str., 774, T. Kayser, 17th March—Haiphong March 12th, Yokohama 13th, and Hoihow 16th, Rice, Pigs and General—Jensen & Co.
CHIPPING, British str., 1,198, F. Mooney, 17th March—Tientsin and Weihaiwei 18th March, General—Jardine, Matheson & Co.
CHUYEN, Chinese str., 17th March—Canton.
FOUCHING, British str., 1,227, A. E. Hodgins, 18th March—Coast Ports 17th March, General—Douglas, Lapraik & Co.
JOSEPH MARU, Japanese str., 702, H. S. Smith, 18th March—Tamsui via Amoy and Swatow 17th March, General—Osaka Shosen Kaisha.
KIUKIANG, British str., 1,227, H. A. Wavell, 18th March—Shanghai 14th March, General—Butterfield & Swire.
LAKNER, British str., 2,012, Frampton, 18th March—Suez 18th March, Rice and General—Chinese.
MYNTERDE, British str., 1,209, Laighton, 18th March—Moji 12th March, Coal—Doddwell & Co.
SUICANG, British str., 1,755, W. D. Welsh, 18th March—Pensang March 7th, Singapore 9th, General—Jardine, Matheson & Co.
SEZCHUEN, British str., 1,143, Bedford, 18th March—Wuhu and Chinkiang 13th March, General—Butterfield & Swire.

CLEARANCES

AT THE HARBOUR MASTER'S OFFICE.
18th March.
Ascot, British str., for Noron.
Cheongchee, British str., for Amoy.
Chipping, British str., for Canton.
Fouching, British str., for Fuchow.
Hongwan, British str., for Amoy.
Kiukiang, British str., for Canton.
Mandarin Maru, Japanese str., for Nagasaki.
Pera, Australian str., for Shanghai.
Szechuen, British str., for Fuchow.
Tatsumi Maru, Japanese str., for Kobe.
DEPARTURES.
18th March.
AMARA, British str., for Canton.
CHUYEN, Chinese str., for Shanghai.
FUKUCHI MARU, Japanese str., for Swatow.
KASHING, British str., for Amoy.
NIKKO MARU, Japanese str., for Nagasaki.
QUANTA, German str., for Canton.
SANTUKI MARU, Japanese str., for Singapore.
SEXTA, German str., for Saigon.
SHANTUNG, German str., for Swatow.
YCHOW, British str., for Shanghai.

SHIPPING REPORTS.

The British str. Chipping reports: Moderate variable winds and fine weather to Hoihow, Hoihow to lat 27° North, variable winds and rain. Lat 27° to Port, moderate to light N. Westerly wind, cloudy and fine.

VESSELS IN LOOK.

ARRIVED DOCKS.—March 18th.
Kowloon Dock—Neil Moleed, Persia, Sorongon, Loyah, Hailan, Lennox, Manila, Macao.
COSMOPOLITAN DOCKS.—Ontang, Helene, Hongkong Harb.

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LONDON & ANTWERP	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 21st inst., at Noon.
LONDON & ANTWERP	GLENLOCHY	Brit. str.	—	E. J. Stallard	McGREGOR BROS. & GOW	On 25th inst.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. E. Andrews, R.N.R.	P. & O. S. N. Co.	About 25th inst.
LONDON & ANTWERP	MONMOUTHSHIRE	Brit. str.	—	Brook	McGREGOR BROS. & GOW	About 31st inst.
MARSEILLES, via PORTS OF CALL.	POLYNESIEN	Fr. str.	—	Brook	McGREGOR BROS. & GOW	On 31st inst., at 1 P.M.
MARSEILLES, via PORTS OF CALL.	BOHNSTADT	Ger. str.	k.w.	Porcellius	McGREGOR BROS. & GOW	On 25th inst.
MARSEILLES, via PORTS OF CALL.	TRANQUEBAR	Dan. str.	—	—	McGREGOR BROS. & GOW	Beginning of April.
MARSEILLES, via PORTS OF CALL.	AWA MARU	Jap. str.	—	F. E. Cope	NIPPON YUSEN KAISHA	On 1st April, at D'light
MARSEILLES, via PORTS OF CALL.	TAMBA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 15th April, at D'light
MARSEILLES, via PORTS OF CALL.	AMBRIA	Ger. str.	k.w.	—	McGREGOR BROS. & GOW	On 2nd April.
MARSEILLES, via PORTS OF CALL.	SAMBIA	Ger. str.	k.w.	Müller	McGREGOR BROS. & GOW	On 27th inst., at Noon.
MARSEILLES, via PORTS OF CALL.	PRINZ LUDWIG	Ger. str.	—	F. v. Binner	McGREGOR BROS. & GOW	On 21st inst., at Noon.
MARSEILLES, via PORTS OF CALL.	SAINT PATRICK	Brit. str.	—	—	McGREGOR BROS. & GOW	On 7th April.
MARSEILLES, via PORTS OF CALL.	WEIR CASTLE	Brit. str.	—	—	McGREGOR BROS. & GOW	About 21st April.
MARSEILLES, via PORTS OF CALL.	TUDOR PRINCE	Am. str.	—	Macdonnell	McGREGOR BROS. & GOW	On 25th inst., at Noon.
MARSEILLES, via PORTS OF CALL.	LENNOX	Brit. str.	1 m.	—	McGREGOR BROS. & GOW	On 9th April, at 4 P.M.
MARSEILLES, via PORTS OF CALL.	EMPERESS OF INDIA	Brit. str.	2 m.	—	McGREGOR BROS. & GOW	On 31st inst., at D'light
MARSEILLES, via PORTS OF CALL.	KAGA MARU	Jap. str.	—	G. S. Lapraik	NIPPON YUSEN KAISHA	On 14th April, at 4 P.M.
MARSEILLES, via PORTS OF CALL.	TCSA MARU	Jap. str.	—	Cowley	DODWELL & CO., LTD.	On 14th May.
MARSEILLES, via PORTS OF CALL.	KUMERIC	Am. str.	—	D. Mori	TOTO KISEN KAISHA	First half of April.
MARSEILLES, via PORTS OF CALL.	KANAKURA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at Noon.
MARSEILLES, via PORTS OF CALL.	YAWATA MARU	Jap. str.	—	J. Misono	McGREGOR BROS. & GOW	On 25th inst., at 5 P.M.
MARSEILLES, via PORTS OF CALL.	ALDENHAM	Brit. str.	—	St. John George	GIBB, LIVINGSTON & CO.	On 28th inst., at Noon.
MARSEILLES, via PORTS OF CALL.	NIRRO MARU	Jap. str.	—	T. L. Harrison	NIPPON YUSEN KAISHA	On 17th April, at Noon.
MARSEILLES, via PORTS OF CALL.	KANAKURA MARU	Jap. str.	1 m.	G. W. Eddy	McGREGOR BROS. & GOW	On 21st inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL.	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	McGREGOR BROS. & GOW	On 21st inst., at D'light
MARSEILLES, via PORTS OF CALL.	TUDOR PRINCE	Am. str.	—	Zwart	McGREGOR BROS. & GOW	Quick despatch.
MARSEILLES, via PORTS OF CALL.	KUICHOW	Brit. str.	1 m.	G. Hooker	McGREGOR BROS. & GOW	On 21st inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL.	CHIPPING	Brit. str.	—	F. Mooney	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at Noon.
MARSEILLES, via PORTS OF CALL.	KWANOSSE	Brit. str.	1 m.	A. Stott	McGREGOR BROS. & GOW	On 23rd inst., at Noon.
MARSEILLES, via PORTS OF CALL.	MAITA	Brit. str.	—	E. A. Peters	P. & O. S. N. Co.	About 20th inst.
MARSEILLES, via PORTS OF CALL.	CEYLON	Brit. str.	—	J. Millett	McGREGOR BROS. & GOW	On 22nd inst.
MARSEILLES, via PORTS OF CALL.	YETOROFU MARU	Jap. str.	—	K. Sato	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MARSEILLES, via PORTS OF CALL.	WINGSANG	Brit. str.	—	H. G. Walker	JARDINE, MATHESON & CO., LTD.	On 23rd inst., at Noon.
MARSEILLES, via PORTS OF CALL.	PEBA	Brit. str.	—	P. & O. S. N. Co.	McGREGOR BROS. & GOW	About 24th inst.
MARSEILLES, via PORTS OF CALL.	LANARK	Brit. str.	k.w.	W. W. Cooke, R.N.R.	McGREGOR BROS. & GOW	On 24th inst., at Noon.
MARSEILLES, via PORTS OF CALL.	JAPAN	Brit. str.	—	J. G. Oliff	McGREGOR BROS. & GOW	About 25th inst.
MARSEILLES, via PORTS OF CALL.	P. R. LUTFOLD	Ger. str.	k.w.	H. Kirohner	McGREGOR BROS. & GOW	On 28th inst.
MARSEILLES, via PORTS OF CALL.	SILESIA	Ger. str.	k.w.	Bable	McGREGOR BROS. & GOW	On 21st inst., at 4 P.M.
MARSEILLES, via PORTS OF CALL.	KIUKIANG	Brit. str.	1 m.	H. A. Wall	McGREGOR BROS. & GOW	On 22nd inst., at 9 A.M.
MARSEILLES, via PORTS OF CALL.	JOSEPH MARU	Jap. str.	—	H. S. Smith	McGREGOR BROS. & GOW	To-morrow, at 10 A.M.
MARSEILLES, via PORTS OF CALL.	HAICHING	Brit. str.	2 h.	A. E. Hodgins	McGREGOR BROS. & GOW	To-morrow, at 4 P.M.
MARSEILLES, via PORTS OF CALL.	CHILHI	Brit. str.	1 m.	Imben	McGREGOR BROS. & GOW	On 21st inst., at Noon.
MARSEILLES, via PORTS OF CALL.	YUNSHANG	Brit. str.	—	T. Meyrick	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.
MARSEILLES, via PORTS OF CALL.	ZAFIRO	Brit. str.	—	Rodger	McGREGOR BROS. & GOW	On 21st inst., at Noon.
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MARSEILLES, via PORTS OF CALL.	ONANG	Brit. str.	—	B. Kou	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
MARSEILLES, via PORTS OF CALL.	KUMSANG	Brit. str.	—	Rose Cora	JARDINE, MATHESON & CO., LTD.	To-morrow, at 3 P.M.
MARSEILLES, via PORTS OF CALL.	TJIMAH	Dut. str.	—	E. J. Bull	JARDINE, MATHESON & CO., LTD.	On 24th inst., at 3 P.M.
MARSEILLES, via PORTS OF CALL.	—	—	—	de Brouwers	JAVA-CHINA-JAPAN LINE	Quick despatch.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDEK 11 days across the Pacific in the "EMPERESS LINE" Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"LENNOX"	3,700	WEDNESDAY, 25th March	23rd April
"EMPERESS OF INDIA"	6,000	THURSDAY, 9th April	27th April
"MONTEAGLE"	6,168	WEDNESDAY, 22nd April	16th May
"EMPERESS OF JAPAN"	6,000	THURSDAY, 7th May	25th May
"GLENFARG"	3,700	WEDNESDAY, 20th May	18th June
"EMPERESS OF CHINA"	6,000	THURSDAY, 4th June	22nd June

* S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.

* S.S. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 28 days from HONGKONG.

Hongkong to London, 1st Class ... via St. Lawrence River Lines or New York 271.10

Intermediate on Steamers and 1st Class Railways ... 240, ... 242.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carry intermediate passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (1st class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Fastest Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP

TONS

CAPTAIN

FOR

SAILING DATE.

ZAFIRO 2540 R. Rodger Manila On 21st March, Noon.

RUBI 2540 E. W. Almond Manila On 28th March, Noon.

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 16th March, 1908. 14

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

S.S. "SAINT PATRICK" ... On 21st March, Noon.

For freight and further information apply to SHEWAN TOMES & CO., GENERAL AGENTS

Hongkong, 19th March, 1908. 15

NORTH PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.

Tons.

Captain.

Sailing Date.

KUMERIC 6,232 Cowley On 14th May.

SHAWMUT 9,508 E. V. Roberts On 30th May.

TREMONT 9,508 T. W. Garlick On 18th June.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

Hongkong, 19th March, 1908. 8

QUEEN'S BUILDINGS.

EAST ASIATIC CO., LD.,

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION

STEAMERS

DATE OF SAILING.

MARSEILLES, HAVRE, } "TRANQUEBAR" Beg. of April.

& COPENHAGEN

For Further Particulars, apply to MELOHRS & CO., AGENTS.

Hongkong, 6th March, 1908. 8

THOS. COOK & SON,

ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED AND FORWARDED AT LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT AND CIRCULAR NOTES ISSUED.

Full information on Application.

Head Office for the Far East: 15, DES VOGES ROAD, HONGKONG.

Japan Office: 14, WATER STREET, YOKOHAMA.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA	About 20th	Freight and Passage.
LONDON VIA USUAL PORTS	MARMOIRA	Noon, 21st	See Special of Call.
SHANGHAI, MOJI, KOBE	PERA	About 24th	Freight only.
LONDON and ANTWERP	MANILA	About 25th	Freight and Passage.
ANG, COLOMBO	and		

Hongkong, 14th March, 1908.

F. J. ABBOTT,
Acting Superintendent.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWANGSE"	On 19th Mar., 4 P.M.
HONGKONG and HAIPHONG	"CHIHLI"	On 20th Mar., 10 A.M.
CEBU and ILOILO	"KATONG"	On 20th Mar., 4 P.M.
NINGPO and SHANGHAI	"KIUKIANG"	On 21st Mar., 4 P.M.
TIENTSIN	"KUBICHOV"	On 21st Mar., 4 P.M.
MANILA	"TEAN"	On 24th Mar., 4 P.M.
MAILA ZAMBOANGA		
THURSDAY ISLAND		
COOKTOWN, CAIRNS		
TOWNSVILLE, BRISBANE		
SYDNEY, HOBART, LAUNCE		
STON, NEW ZEALAND		
MELBOURNE		
ADELAIDE		
and PERTH		

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
* Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,

Hongkong, 19th March, 1908.

AGENTS.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI NAGASAKI, KOBE	"PRINZ REGENT LUITPOLD"	About Wed'day
and YOKOHAMA	Capt. H. Kibben	25th March.
MANILA, NEWGUINEA, BRIS-	"MANILA"	Thursday, 26th
BANE, SYDNEY & MELBOURNE	Capt. J. Minssen	Mar., at 6 P.M.
NAPLES, GENOA, ALGIERES,	"PRINZ LUDWIG"	Friday, 27th
GIBRALTAR, SOUTHAMPTON,	Capt. F. v. Binzer	Mar., at Noon.
ANTWERP & HAMBURG		
YOKOHAMA & KOBE	"PRINZ WALDEMAR"	About Friday,
	Capt. W. von Senden	3rd April.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOHRS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th March, 1908.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG -
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
TAMUI via SWATOW	"JOSHIN MARU"	SUNDAY, 22nd Mar.,
AND AMOY	Capt. H. S. Smith	at 9 A.M.

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidsips. Unrivalled Table.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th March, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	24th March
FOR SHANGHAI, YOKOHAMA & KOBE:	28th March
FOR SHANGHAI, YOKOHAMA & KOBE:	6th April
FOR SHANGHAI, YOKOHAMA & KOBE:	13th April
FOR SHANGHAI, YOKOHAMA & KOBE:	14th April

For Further Particulars, apply to—

HOMEWARD.

FOR ANTWERP & HAMBURG:	20th March
FOR Marseilles, Plymouth, Havre & Hamburg:	25th March
FOR HAVRE, BREMEN & HAMBURG:	2nd April

Hongkong, 18th March, 1908.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES 1908.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	AWA MARU Capt. F. E. Cope, Tons 6309	WED'DAY, 1st April, at Daylight.
VICTORIA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TAMBA MARU Capt. C. H. Elder, Tons 6134	WED'DAY, 15th April, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KAGA MARU Capt. G. S. Lestrack, Tons 6301	TUESDAY, 31st March, at Daylight.
KOBE and YOKOHAMA	TOSA MARU Capt. J. Nagao, Tons 5823	TUESDAY, 14th April, at 4 P.M.
BOMBAY via SINGAPORE, COLOMBO	YAWATA MARU Capt. K. Homma, Tons 3818	FRIDAY, 20th March, at Noon.
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. T. L. Harrison, Tons 5539	FRIDAY, 17th April, at Noon.
	KAMAKURA MARU Capt. H. Fraser, Tons 6126	SATURDAY, 21st March, at Daylight.
	YEBOSHI MARU Capt. H. Koi, Tons 4397	SATURDAY, 21st March, at Noon.
	YEFOROFU MARU Capt. K. Sato, Tons 4165	MONDAY, 23rd March, at Noon.

* Calling at Yokohama.
† Cargo only.
‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 19th March, 1908.

T. KUSUMOTO,

MANAGER.

CIE. DES CHARGEURS REUNIS, ALL ROUND THE WORLD LINE.

S. S. "CEYLAN,"

Capt. JOHAN,

TO SAIL

ON 22ND MARCH.

THIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double Berth Cabin, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe, Drawing Room, Smoking Room, Hair Dressing Room, Laundry, Doctor and Stewardess.

The Best Line to go to Japan and America is visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

For Further Particulars, apply to—

J. MILLET, AGENT;

FRENCH MAIL OFFICE.

Hongkong, 16th March, 1908.

INDO-CHINA STEAM NAV. CO. LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SINGAPORE, PENANG & CALCUTTA	"ONSANG"	Friday, 20th Mar., 3 P.M.
MANILA	"TUBSANG"	Friday, 20th Mar., 4 P.M.
TIENTSIN	"OHSANG"	Monday, 23rd Mar., Noon.
SHANGHAI via SWATOW	"WINSANG"	Monday, 23rd Mar., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Monday, 24th Mar., 3 P.M.
MANILA	"LOONGSANG"	Friday, 27th Mar., 4 P.M.

RETURN TOUR TO JAPAN AND BACK.

OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chooan and Tientsin.
‡ For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.
Hongkong, 18th March, 1908.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I. Austrian cruiser, 4,303
Linienschiffkapitän Wilhelm Fischer
Northern Waters

FRENCH.

Allouette, river gunboat, Lieut. Millet, Cochinchina
Argus, gunboat, 123 tons, guns, 500 hp.
Lieut. Jeannel, Canton

Carondelet, gunboat, Lieut. Kerchoel, Saigon
Decade, gunboat, 845 tons, 10 guns, 1,000 hp.
Lieut. Comdr. L'Host, Hongkong

D'Entrecasteaux, French cruiser, 3,400, Capt. Tracou, Hongkong
Esturgeon, submarine, Saigon
Henri Biviere, gunboat, Lieut. Portier, Haiphong

Jacquin, river gunboat, Lieut. Le Corolle
Annam-Tonkin, reserve
Javeline, destroyer, 330 tons, 7 guns, 300 hp.
Lieut. Sagot-Duvauroux, Saigon

Kersaint, gunboat, 1250 tons, 6 guns, 2300 hp.
Comdr. Simon, Saigon
Lynx, submarine, Lieut. Ambroster, Saigon

Montcalm, cruiser (Flagship of Vice-Admiral Ferrin, Commander in Chief), 9700 tons
12 guns, 19,500 hp., Capt. Martel
Mouquet, destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut. Grollier, Yangtze
Peibo, gunboat, Lieut. Marchand, Tongku
Perle, submarine, Saigon

Pistolet, destroyer, Lieut. de Reinach, Werth, Baie d'Along
Protée, submarine, Lieut. Glorieux, Saigon

Rapier, destroyer, 330 tons, Lieut. Vincent de
Brihignone, Saigon
Redoutable, battleship, (in reserve) 9247 tons
8 guns, 671 h.p., Rear Admiral Richard Foy, Saigon

Sabre, destroyer, 330 tons, Lieut. Malles, Styx, armored gunboat, 1798 tons, 10 guns, 1700 h.p. Dne, Saigon

Surprise, gunboat, 829 tons, 2 guns, 900 h.p.
Lieut. Roque, Haiphong
Taking, gunboat, Yangtze

Takou, destroyer, Comdr. Terquem, Saigon
Vauban, torpedo-depot (reserve), 6150 tons, 23 guns, 4560 h.p., Hongkong

Vigilant, gunboat, 123 tons, 7 guns, 500 h.p.
Lieut. Brugnon, Canton

GERMAN.

Aroona, cruiser, 2719 tons, Captain von Hippel, Amoy
Furst Bismarck, (flagship), 11000 tons, 36 guns, 14000 h.p., Komde-Admiral Coeper, Tientsin

Hitler, gunboat, 1000 tons, 10 guns, 1300 h.p.
Captain Laut, Yangtze
Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p.
Captain Graf von Posadowsky-Wehner, Yangtze

Leipzig, cruiser, 350 tons, 10 guns, 1344 h.p.
Lieut. Bülken

Wilmington, gunboat, Commanding W. E. Rush, Manila

Niobe, cruiser, Captain Lungesak
tiger, gunboat, 900 tons, 10 guns, 1300 h.p.
Captain v. Koss

Tsingtan, gunboat, 170 tons, 5 guns, 1300 h.p.
Captain Ross

Vaterland, gunboat, tons, 3 guns, 500 h.p.
Captain Toussaint

Vorwarts, gunboat, First Lieut. Riechers
ITALIAN.

Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong

Rio Lima, cruiser, 730 tons, 7 guns, Macao.
UNITED STATES.

Barry, destroyer, 420 tons, Ens. David Lyons, Cavite

Callao, gunboat, 243 tons, Lt. Gay Whitlock, Canton

Chauncey, destroyer, 420 tons, Lt. Frank McCrary, Cavite

Chastanoga, cruiser, 3200 tons, Commander E. C. Smith, Cavite

Cleveland, cruiser, 3200 tons, Commander J. T. Newton, Cavite

Colorado, armored cruiser, 13,680 tons, Captain S. H. Staunton, Cruising

Concord, gunboat, 1710 tons, Commander J. H. Sears, Shanghai

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Cavite

Decatur, destroyer, 420 tons, Ens. C. W. Nimis, Cavite

Denver, cruiser, 3200 tons, Commander W. B. Caperton, Hongkong

Galveston, cruiser, 3200 tons, Commander E. W. Hodges, Cavite

Helena, gunboat, 1392 tons, Commander R. M. Hughes, Yangtze

Maryland, armored cruiser, 13,680 tons, Capt. U. Thomas, Cruising

Mohican, (station ship), Lieut. Commander M. L. Miller

Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo

Montezuma, monitor, 4000 tons, Lt. D. W. Todd, Olongapo

Pennsylvania, armored cruiser, 13,680 tons, Commander B. W. Rodger, Cruising

Quincy, gunboat, 350 tons, Lt. H. P. Perrill, Yangtze

Rainbow, (Rear-Admiral Hemphill's) flag ship
Lieut. Commander Joseph L. Jayne
Villalobos, gunboat, 370 tons, Lt. A. Andrews, Yangtze

West Virginia, armored cruiser, 13,680 tons, Capt. J. B. Milton, Cruising

Wilmington, gunboat, Commanding W. E. Rush, Manila

NOTICES TO CONSIGNEES

S.S. "TOURANE"

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London or ex s.s. "Charante" and "Matapan" from Havre ex s.s. "Charante" from Bordeaux or ex s.s. "Cambrai" in connection with the above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M., To-day, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned Goods remaining unclaimed after MONDAY, the 23rd inst., at NOON, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 23rd inst., or they will not be recognized.
All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M.
No Fire Insurance has been effected.

J. MILLET, Agent.

Hongkong, 16th March, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship
"PERSIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained.

The Steamer brings Cargo from
From Trieste ex s.s. "Koscher," transhipped at Bombay.
From V. nice ex s.s. "Lapad" transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 21st inst., or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 24th inst., will be subject to rent.
Bills of Lading will be countersigned by SANDER WIELER & Co., Agents.

Hongkong, 17th March, 1908.

OPTIONAL CARGO will be discharged here unless notice to the contrary be given immediately.
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